



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

[WWW.1937and1938Buicks.com](http://WWW.1937and1938Buicks.com)

## **-- Warning Notice --**

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

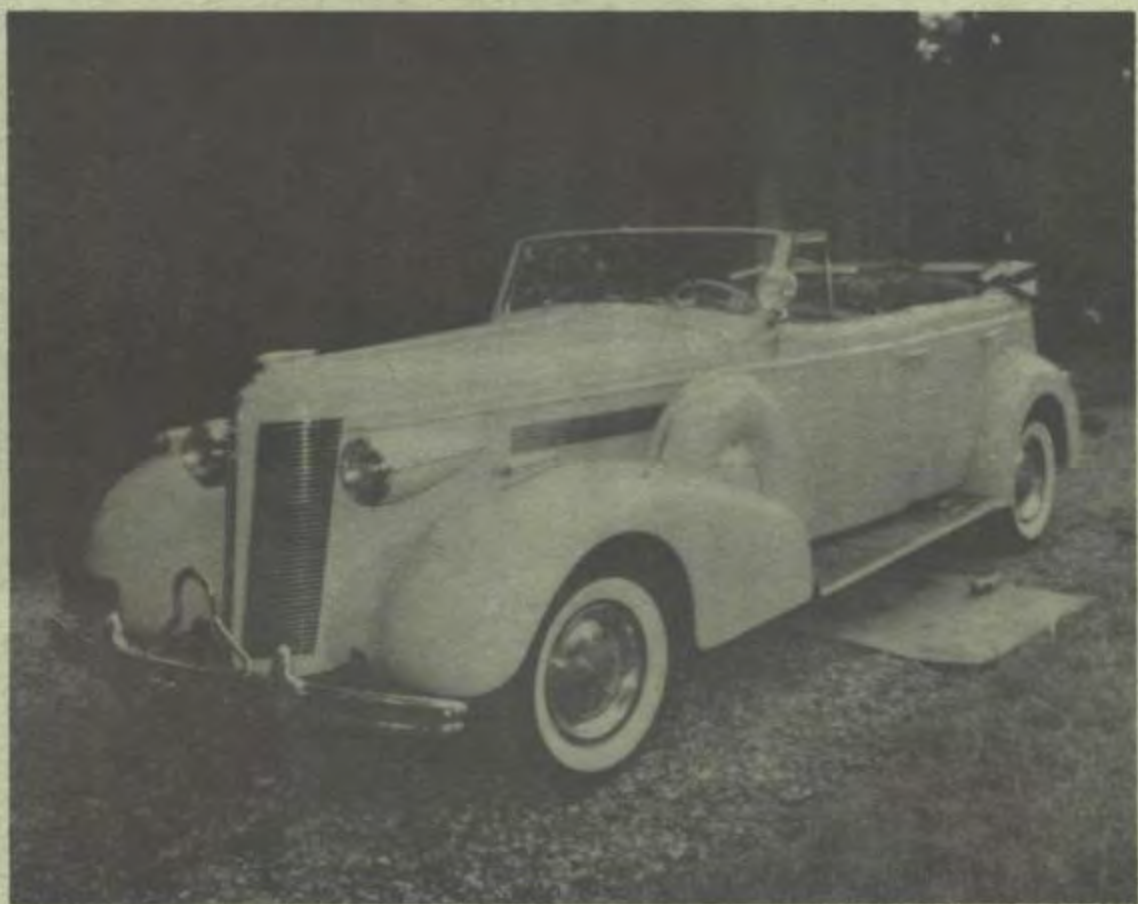
As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

## **-- Copyright Notice --**

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.

# ≡ TORQUE TUBE ≡

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XII • NUMBER 6 • JULY / AUGUST 1994

BUICK  
1937  1938



# TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

VOLUME XII • NUMBER 6 • JULY/AUGUST 1994

## The 9th Cylinder

**Please Renew Now! It will save you missing an issue and me the extra work of sending a reminder letter. THANKS!**

The yearly subscription rates had to be raised to cover the increased printing and mailing costs. The rates are now **\$34 per year in the U.S.A., \$35 per year Canada, \$48 per year in Europe and South America and \$57 per year all others.** This includes all six bi-monthly issues and the club Roster.

All issues are mailed First Class and Overseas are mailed Air Mail - Printed Matter unless Surface Mail is requested. For all Overseas Surface Mail, pay the same rate as Canada (\$35). All memberships run September 1, 1994 to August 31, 1995. Persons joining during the 1994-1995 membership year will receive all back issues from September 1, '94.

All payments must be in U.S. funds. Please make your check or money order payable to **1937-1938 Buick Club** and use the enclosed pre-addressed (but not stamped) envelope and send it to:

**The 1937-1938 Buick Club**  
1005 Rilma Lane  
Los Altos, CA 94022

A few members have already sent in their renewal checks. The only problem is the checks were for \$30, and the new rate is \$34. Please send me the additional \$4 and I'll renew you for the coming year. Thanks.

Your  
EXPIRATION  
DATE  
is highlighted on  
THIS ISSUE'S  
MAILING LABEL.  
If it reads '94 as  
most do, you'll need  
to renew NOW  
using the  
ENCLOSED  
ENVELOPE.

For the Club Roster due out in early 1995, please indicate any changes in the 1937 and 1938 Buicks you own. Give me the year, model number and condition (1-poor through 10-perfect). Do nothing if there are no changes.

Also indicate any changes in your address or phone numbers (work and home).

Many of the articles you read in the **Torque Tube** come about because a member phones me with a question. Then as we talk, I learn about his car, how he

acquired it etc. Each story is unique and so I ask if the member will please write it down and send it to me, with photos if possible. So far everyone has helped.

One member called the other day and as we were talking, he told me how he still owns the 1938 Century his now deceased father had during the 1950's. When I asked him to write a short letter about the car, he said: "I'll do it in the Fall".



FOUNDED IN 1980 BY DAVE LEWIS



I think that's another way of saying no. Too bad as it would have made an interesting story.

**Lars Gulliksrud** (#1013) of Oslo, Norway wrote saying he had the motor of his 37-61 balanced when it was recently overhauled and it no longer has vibration problems. He does however have some overheating problems which he hopes to cure soon. In the meantime he's enjoying driving his car. When you live in Norway, you've only got so many months of good weather in which to drive your car and you'd better take advantage of it!

**Mats Ahrin** (#786) took time out from his seashore vacation to write. (*Mats and his beautiful 1938 Nordberg Buick are on the cover of the January/February issue*). The temperature in Sweden in July was in the upper 80's and Sweden had just beaten Bulgaria in the World Cup Soccer match at the Rose Bowl. Mats was planning to take the car to the beach and go swimming. The water temperature was around 77 degrees F. He likes to bath as the sun is setting around 10 o'clock in the evening.

**Paul Kelsch** (#1063) recently joined our club even though he does not have a 1937 or 1938 Buick. He has a 1936 Special Model 46SO which is a 4p 2-dr Sport Coupe w/Opera Seat. Buick built 1,086 of these cars. His car has a rebuilt motor, plain fenders and the original interior.

We now have our first Swiss member, **Christian Simon** (#1062). In 1954 when he was a boy, Christian had a Buick pedal car. It was white and had a divided windshield (without glass), lots of chrome, an all steel body and three holes on each side. In today's market that would be worth something.

Christian now owns a 1938 Century Model 61 Four Door Trunk Back Sedan with sidemounts. It came with paperwork indicating it was first sold November 29, 1937 by Strang Buick Co. in Jamaica, N.Y. to a Mr. Fred Schad. The car went to Germany in 1988 and stayed there until Christian bought it this year.

He says Buicks were popular in Switzerland during the 30's and 40's as a kind of discreet Cadillac-like luxury transport for companies and upper middle class people. Even the commander-in-chief of the Swiss Army during WWII had a Buick. But now most Swiss antique car collectors prefer ragtops of the 40's and 50's.

**Bill Patterson** (#928) wrote to ask if Buick offered a windshield washer in 1938. I could not find any reference to it in either the Accessories Facts Book or the Salesman's Manual. However a windshield washer Group 8.792, part number 985292 is listed for all 1938 models in the Master Chassis Parts Book. The price was \$4.75. Then Bill saw an ad for one offered by **David Bylsma** (#117) and bought it. Bill promises to photograph it for the *Torque Tube*.

## ≡ TORQUE TUBE ≡

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$34.00 per year US, \$35.00 (US) per year Canada; for overseas and multi-year rates please contact the editor. All memberships run from September 1 to August 31 of the next year. Dues are not prorated; however, persons joining during a membership year prior to June 1 receive all issues since the preceding annual starting date of September 1.

Please send all articles, ads subscriptions and inquires, etc. to:

**THE TORQUE TUBE**  
1005 RILMA LANE  
LOS ALTOS, CA 94022

Editor.....Harry Logan, #651

Art Director.....Dug Waggoner, # 10

Contributing Editor.....Wayne Chan, #140

Contributing Editor.....Bill Olson, #427

Technical Editor.....Don Micheletti, #250

Roster Editor.....Jim Flack, #499

Advertising Editor.....George Canavan, #806

All rights reserved. No part of this newsletter may be reproduced in any form without written permission from the *Torque Tube*.



I have seen a few 1938 chrome windshield wiper housing caps that have a small brass tube that comes out under the dashboard for connecting a rubber tube to the washer bottle. The housing caps have a small screw on the chromed side which would be removed and a small tube, acting as a nozzle with a 90 degree bend in it, would be connected & aimed to spray over the windshield. This vacuum system was activated by a (on or under) dash mounted switch.



Speaking of Buick accessories, **Doug Nelson** (#51) has a 1938 Century Sport Coupe Model 66S, as seen in the above photo, with some of these items. They are:

- ☐ **Twin Grille Covers** "which improves engine and heater operation in cold weather by restricting the air flow through the radiator." 1938 price was \$1.35 a set.
- ☐ **License plate frames** @ \$2.45 a set.
- ☐ **deluxe Grill Guard** @ \$2.95 each.

The photo, below, is a set of NOS Grille Covers belonging to **Ed De Pouli** (#310). You can see the metal snaps for attaching it to the grille.



**Thom Schuttish** (#6) is about to complete a rewarding ten year restoration of his Corot Beige 38-66S Sport Coupe with Bugatti Red wheels. Thom has learned a lot about 1938 Buicks during this long restoration process. He has an original 1938 Century wheel that has never been repainted. Thom says Buick must have painted all the wheels black, except for the outside. Then painted the appropriate outside color later.

I had a chance to inspect **Mike Dilliard's** (#1011) 38-41 Special with original wheels. Both the back and top of the rim were flat black. Only the outside was painted the body or optional wheel color. This supports what Thom found out about Century wheels. Most people repaint the entire wheel one color and don't worry about painting the top and back black.

Another question that comes up often is whether the aluminum firewall ID tag should be painted or left shiny. All the original cars I've seen have **painted** ID tags. This painted tag, as you can see below, is from an **original** black 1937 Business Coupe Model 46 that was featured in the May/June 1993 issue.



There were a couple of errors in the article on "How To Read Your Buick's Firewall ID Tag" in the last **Torque Tube** (May/June issue). Please make these corrections to the table on page 20:

- ☐ **Change 46S to 46C**
- ☐ **We completely omitted one model, the 46S so add this line:**

☐ **46S 4427 Sport Coupe with Opera Seats**  
Add the following colors to the CAR BODY COLOR chart at the bottom of page 21.

- ☐ **1937 500 Black**
- ☐ **1938 525 Cezanne Beige (Late '38 color)**

**Charles Jekofsky (#524)** sent me the final ruling by the Environmental Protection Agency which states that the manufacture, importation and processing of the following Asbestos items must cease as of August, 1993:

- ☐ Sheet Gaskets
- ☐ Clutch Facings
- ☐ Automatic Transmission Components
- ☐ Brake Linings

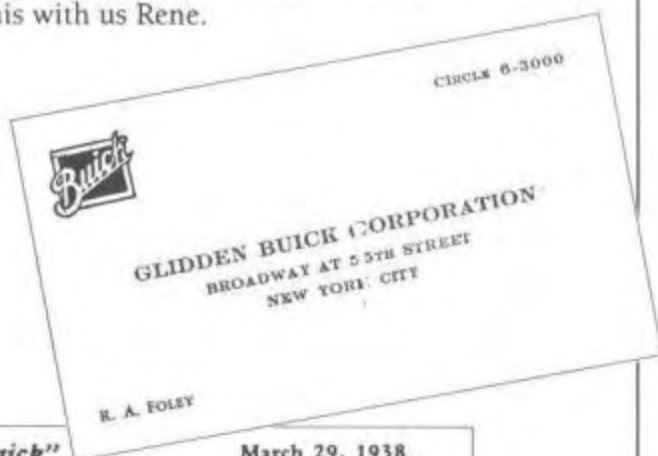
If you see a big smile on Charles' face these days it's because he retired from the U.S. Government Printing Office at the end of August at the ripe old age of 50! He hasn't firmed up his plans yet, but he'll probably move from Washington, D.C. and travel the U.S.A. taking his beloved '38 Century Sedan with him until he finds his new home.

**Rene Delhomme, Sr. (#689)** sent me copy of a personalized 1938 Buick Sales Catalog he purchased. The catalog has stamped on it the name of the salesman (R.A. Foley) and the dealership (Glidden Buick Corp in N.Y.C.). Foley was trying to sell a Limited Model 90L to a Mr. B. M. Douglas. He wrote: "\$2,648 Complete including DeLuxe Equipment" on the 90L page in the catalog. Another page is stamped with the date Mr. Douglas received the catalog, June 13, 1938.

Mr. Foley attached this card to the catalog before he mailed it to Mr. Douglas. Then he wrote:

"Dear Mr. Douglas. If you are interested, I can make you a good proposition on your Buick in trade for a new limousine. This is the ideal time to get a new car and buying its use all during the nice weather. Stop in and let me show you these new models. Signed R.A. Foley." Then he included this price list which was on the back side of his business card. Note the check mark at the 90L price of \$2654. This is a little different than the \$2648 he wrote on the 90L's catalog picture!

Note you could get a Special Factory Paint job for \$40.90 (i.e., a color different than the standard 1938 colors). Thanks for sharing this with us Rene.



**"Better Buy Buick"**

March 29, 1938

## 1938 BUICK DELIVERED PRICES -- NEW YORK CITY

Model	5 Wheel Regular With Radio	6 Wheel Regular With Radio	Standard Accessories Included in Price
<b>"SPECIAL" SERIES 40 -- 122" WHEELBASE</b>			
410 Chassis	\$820.	\$885.	\$869.
40C Convertible Phaeton	1491.	1554.	1540.
41 4 Door Sedan Trunk	1132.	1195.	1181.
44 2 Door Sedan	1066.	1129.	1105.
46 Business Coupe	1037.	1093.	1079.
46C Convertible Coupe - Rumble Seat	1180.	1251.	1237.
46S Sport Coupe Opera Seat	1086.	1149.	1135.
47 4 Door Sport Sedan	1107.	1170.	1156.
48 2 Door Sedan Trunk	1091.	1154.	1140.
<b>"CENTURY" SERIES 60 -- 126" WHEELBASE</b>			
610 Chassis	\$1026.	\$1089.	\$1073.
60C Convertible Phaeton	1769.	1832.	1816.
61 4 Door Sedan Trunk	1353.	1416.	1400.
66C Convertible Coupe Rumble	1415.	1478.	1462.
65S Sport Coupe - Opera Seat	1282.	1345.	1329.
67 4 Door Sport Sedan	1328.	1391.	1375.
68 4 Door Sedan - Trunk	1312.	1375.	1359.
<b>"ROADMASTER" SERIES 80 -- 133" WHEELBASE</b>			
810 Chassis	\$1236.	\$1306.	\$1283.
80C Convertible Phaeton	2045.	2115.	2092.
81 4 Door Sedan - Trunk	1707.	1777.	1754.
81F 4 Door Formal Sedan	1820.	1890.	1867.
82 4 Door Sport Sedan	1707.	1777.	1754.
<b>"LIMITED" SERIES 90 -- 140" WHEELBASE</b>			
900 Chassis	\$1530.	\$1600.	\$1592.
90 4 Door 8 Passenger Sedan-Trunk	2419.	2489.	2481.
90L 8 Passenger Limousine Trunk	2522.	2592.	2584.
91 4 Door 6 Passenger Sedan-Trunk	2245.	2315.	2307.

Prices Subject to Change Without Notice

## GLIDDEN BUICK CORPORATION

Sales - Broadway at 55th St. Service - Broadway at 131st St  
 Broadway at 131st St. 552 West 56th Street

**BUICK'S LARGEST DEALER FOR 28 YEARS**

1. All Series - Bumpers and Bumper Guards, spare tire and tube.
2. All Series - Electric Dash Watch, Chrome Wheel Rings, License Plate, Frames, Flexible Steering Wheel and Special Gear Shift Knob.
3. All 90 Series 6 Ply White Side Wall Tires.
4. Models 40C, 60C, 66C and 80C - 4 Ply White Wall Tires.
5. All 90 Series and model 81F Rear Compartment Watch.

White Wall Tires included in price on 40C, 46C, 60C, 66C, 80C, and all 90 Series only.

**6 WHEEL EQUIPMENT:** in addition to 5 wheel equipment, 1 spare tire and tube, 2 metal tire covers, extra wheel, 2 tire locks, 2 fender wells, 2 side tire carriers.

### 1938 Special Accessories and Equipment at Additional Cost

**Self Shifting**

- Transmission ..... \$102.25
- Special Paint, Factory .. 40.90
- DeLuxe Heater Installed. 21.95
- Master " " 16.95
- Dual Windshield
- Defroster Installed .. 10.85
- Rear Compartment Watch, Models, 80C, 81 and 87 15.35

- All Series - Bumpers and Bumper Guards, spare tire and tube.
  - All Series - Electric Dash Watch, Chrome Wheel Rings, License Plate Frames, Flexible Steering Wheel and Special Gear Shift Knob.
  - All 90 Series 6 Ply White Side Wall Tires.
  - Models 40C, 60C, 66C and 80C - 4 Ply White Wall Tires.
  - All 90 Series and model 81F Rear Compartment Watch.
- White Wall Tires included in price on 40C, 46C, 60C, 66C, 80C, and all 90 Series only.
- 6 WHEEL EQUIPMENT: in addition to 5 wheel equipment, 1 spare tire and tube, 2 metal tire covers, extra wheel, 2 tire locks, 2 fender wells, 2 side tire carriers.

- 1938 Special Accessories and Equipment at Additional Cost**
- Self Shifting Transmission .....\$102.25  
 Special Paint, Factory .. 40.90  
 DeLuxe Heater Installed .. 21.95  
 Master " " 16.95  
 Dual Windshield  
 Defroster Installed .. 10.85  
 Rear Compartment Watch, Models, 80C, 81 and 87 15.35



The photo (on page 3 in the last issue) of the accessory Rear Compartment Light did not come out very well. Here's a close up of the light.

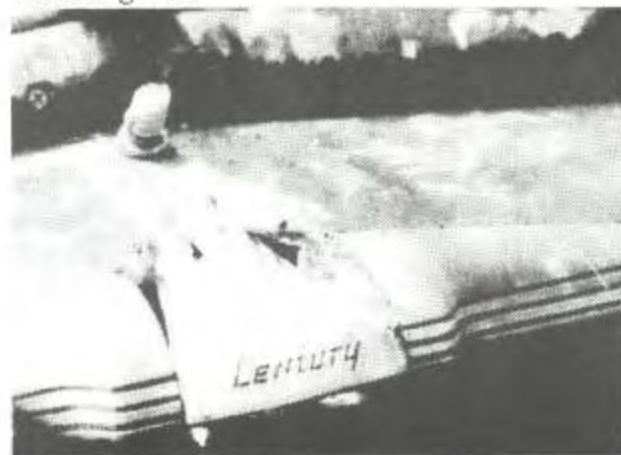


This Trunk Light belongs to new member **Larry Hale** (#1070). Larry had his beautiful black '38 Roadmaster Formal Sedan 81F at the Buick Nationals in Atlanta in July. Thanks Larry for showing us what this light looks like. I have seen the factory made holes for it in the trunks of 1938 and later Buicks.

Several of our members have raised the question as to whether the 1938 chrome radio grill and plastic map light cover were painted.

The photo, below, depicts the dash from a 1938 Century Sport Coupe Model 66S which appeared on the cover of the July/August, 1993 issue of the **Torque Tube**.

The car is completely original and has never been restored (*it needs it badly*). and is slowly sinking into the soil of George Schmmack's Colorado Springs back yard. This photo shows clearly the word CENTURY on the map light cover plastic painted black and so are the three horizontal grooves across the top of the chrome grille.



**White Post Restoration** in Virginia has re-sleeved thousands of wheel cylinders. They now return your cylinders with this caution:

*"We do not recommend the use of silicone brake fluid. This fluid has caused major problems with leaking from the cylinders, lines, fittings, etc."*



While at the Silverado Concourse held in Napa (California's beautiful Wine Country) in June, I spotted **Charles and Claudia Van Koten** (#388) and their beautiful Windsor gray 1937 Roadmaster Phaeton. Charles and Claudia have won first in class with this car several times.

One of our newest California members is **Jim Furlong** (#1074). His maroon sidemounted 1937 Special Four Door Trunk Sedan Model 41 was sitting in front of a local restaurant. I introduced myself and told him about the 1937-1938 Buick Club. It didn't take long to convince him that he would benefit from joining our international club. He joined on the spot. Jim purchased his car in Portland, OR and drove it to Los Altos, CA. He uses it as his daily driver in his job as an executive recruiter. Welcome to the club Jim.

My wife and I toured The South for three weeks in July. We spent several days in Charlotte, Charleston, Savannah and Atlanta and the Buick Nationals. I enjoyed seeing members I already knew like **Cecil Don** (#637), **Greg Marshall** (#148) and **Bill Olson** (#427) and meeting many other members for the first time. It's always nice to see people you've heard about and spoken to on the telephone and then finally meet them face-to-face and shake their hand.

**We're going to combine our editorials for the covers now when ever possible.** Our **Cover Car** this issue is a 1937 Roadmaster Convertible Sedan belonging to **John Mapes** (#1019) of Roca, Nebraska. Note the unusual aftermarket grille guard. On the **Back Cover** is a period publicity photo taken in late 1937 when the 1938 cars were introduced as indicated by the 1937 California Dealer license plate. The back is stamped "Examiner Reference Library, November 1937." The car is either a Special or a Century as indicated by the rubber around the windshield. Roadmasters and Limiteds had chrome reveal moldings.

Note the 8 on the bumper medallion appears darker than the slash mark or **BUICK** background color. This indicates they were painted two different colors. **Paul Cusano** (#52) who has researched this believes the 8 was black and the slash and background were red. He has a NOS bumper medallion painted this way. Thanks to new member **Larry Hale** (#1070) for this photo which he purchased at the Buick Nationals in Los Angeles in 1985.

## MY 1937 ROADMASTER PHAETON MODEL 80C

By John Mapes (#1019)



**M**y 1937 Roadmaster Phaeton is in remarkably good condition for an unrestored car. All interior items are there including the original cigarette lighters on the rear seat and on the dashboard. The car is straight, solid and rust free.

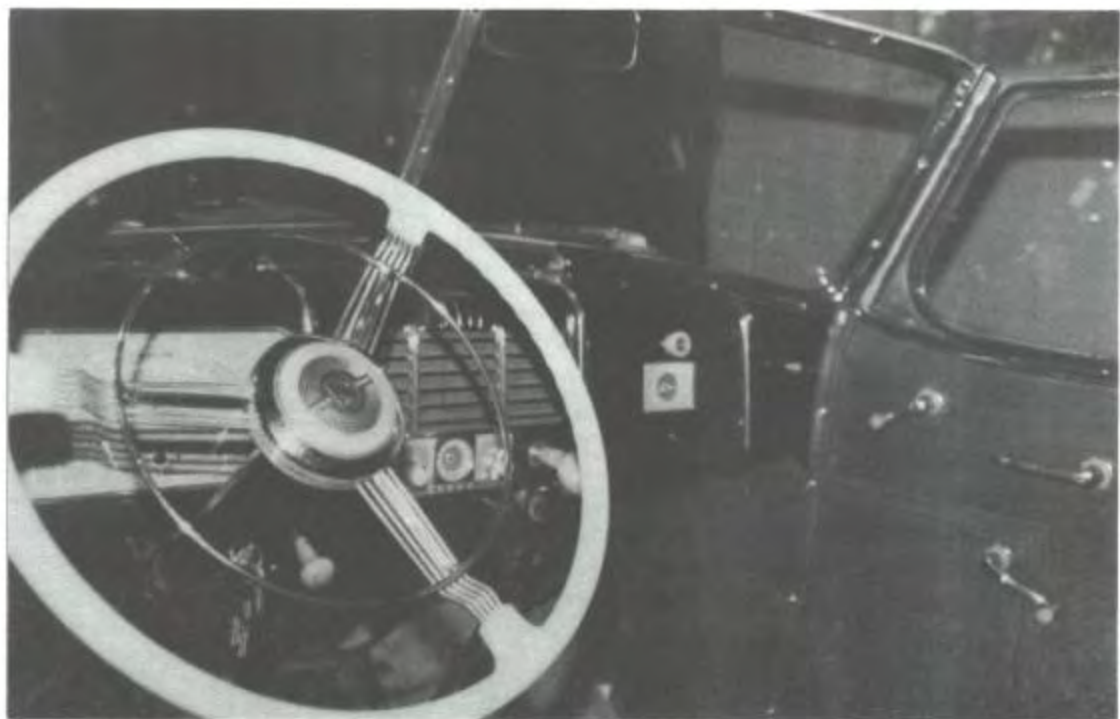
In 1965 it was painted an incorrect color, the seats recovered in vinyl and a new incorrect vinyl top installed, but interestingly the correct rear window was retained. The interior door panels are still original and look pretty good including the arm rests.

The car is wearing 15" wheels and

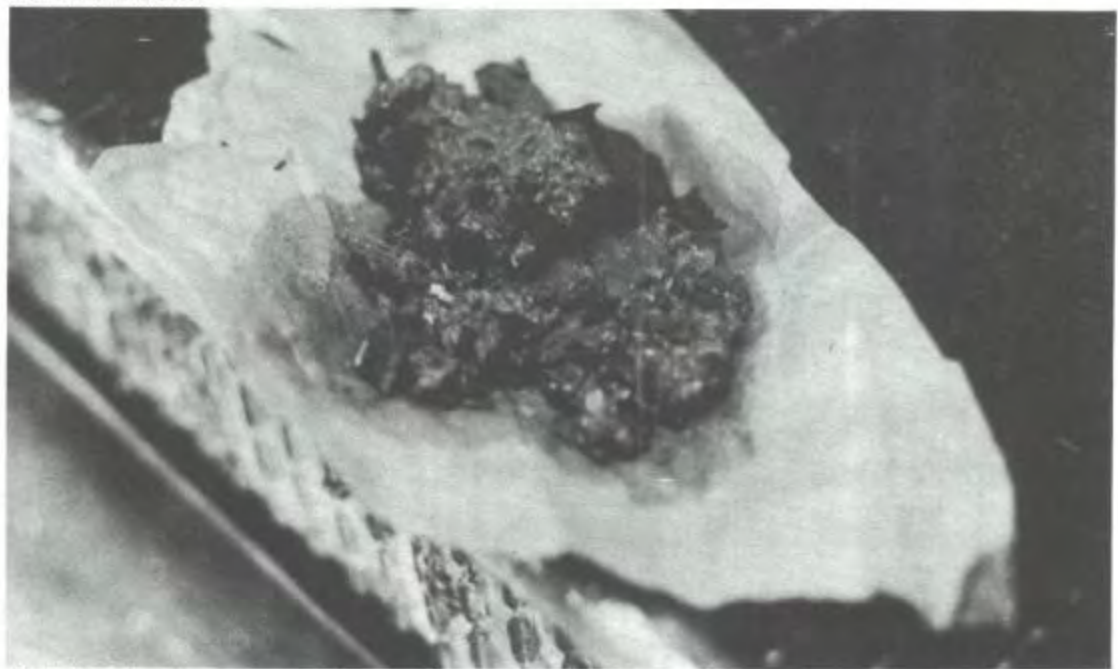
hubcaps from a newer Buick because the previous owner wanted 15" tires for some reason. The original 16" wheels came with the car.

I'm sure the carpet on the rear floor is original but there is nothing on the front floor, no carpet, no mat, just wood and metal. The original running board trim came off or was removed years ago and saved and looks remarkably good. The spot light looks like it is "of the era". I even got the inner sidemount cover panels, the ones nobody bothered to put back on once they were removed.





The car has a 1938 steering wheel with a 1937 horn button. The car starts and runs great, but boils over after a mile or two. If we can't find the problem we may ask for ideas from club members.



(Ed. I had this same problem with my 1937 Century. The problem was a badly clogged radiator. Here's a handful of the contamination that caused my overheating problem. It's shown on top of the old core with the tanks removed. To get the radiator out you have to remove the hood, radiator brace rods, water pump and thermostat housing. To remove the hood, I used 4 people, 2 on each side to lift it off. We rested the hood on two blanket covered sawhorses for a week while the radiator shop installed a new core. You also have to remove the two radiator brace rods, the curved brace rod that runs from one side of the car to the other, thermostat housing, water pump, fan pulley, fan belt and the fan. Then tilt the top of the radiator back several inches and with one person on each side of the car, lift it out).

# THE SAGA OF BIG BERTHA

By Jack Corliss (#279)



1937 Limited Model 91 in Milwaukee just after Gene Smith (#726) bought it.

***“I’m flying to Wisconsin in a week to check out a 1937 90 Series Buick. Would you be interested in going along?”***

It all began back in December of '90 with a phone call from Gene Smith (#726). In our conversation Gene said “I’m flying to Wisconsin in a week to check out a 1937 90 Series Buick. Would you be interested in going along?” I told him I’d have to check with my wife first since we might not be back in time to spend Christmas with our

families. Gene was planning to drive Bertha home to California which was cutting it close to December 25th. Bear in mind that Wisconsin in December means snow and ice and we’re talking about two California guys that know zero about driving in this kind of weather. I called Gene back and said...

***“Let’s go get her.”***



**H**e flew Boeing and I flew Douglas, but we met at the airport in Milwaukee within minutes of each other. Gene rented a car and we headed for a repair shop in Milwaukee to inspect our prize. There she was, shivering in the cold of winter. We were lucky that we arrived between snow storms. The streets were wet, but you could see snow piled up all around. We went inside and Gene started to negotiate the price. He and the owner talked a while, then we left, had some lunch and returned to resume the negotiations. Finally an agreement was made and we drove off to locate a garage or gas station that would rent us a hoist for the day. Bertha was feeling pretty bad at this time. She needed new tires to make the trip to California, brakes all around, lube, oil, and a lot of T.L.C.!

We found an auto electric shop with a hoist, but the fellow said he would have to do the work himself. Gene said "go ahead." While he started working, we left to find some tires that would fit. We found a tire shop that had some used truck tires which would work, so Gene had them mounted. By the end of the day all work on the car had been done. Then we stopped at an auto parts store and bought two tail lights to put on so other cars could see us.

The next day we left heading for Dave Lewis Restoration (*the club founder*) in Springfield, Illinois. Big Bertha wasn't too warm inside, so Gene put some duct tape on the door in hopes it would keep out some of the cold. We continued on about 150 miles, then in the middle of nowhere we ran out of gas! By this time, there was snow everywhere.

Gene took off walking to find some gas while I stayed behind hoping someone would stop. No such luck. Thirty minutes or

so passed and here comes Gene in a police car. He said the cop must have thought he was a fugitive, walking alone on a deserted highway in the snow. The cop took Gene to a gas station and he returned to the car with some gas. Soon we were on our way again.

Some time after our gas dilemma, we hit our first bridge covered with black ice. Let me tell you, we set up and paid attention real quick. You must remember we didn't know black ice grew on bridges. We were

about eight miles from Dave's shop when the lights went out. Neither of us knew what would cause this problem and Gene said he could still see to drive, so I got out the flashlight, shined it out the rear window, moving is side to side so cars following would know something was wrong in front of them.

When we finally arrived in Dave's driveway, he opened the garage door, we drove in and he smiled, shook his head and said "I

***"I don't believe this. You two are crazy!"***

*don't believe this. You two are crazy!"*

The next day we tinkered with the Buick some and Dave gave us the cook's tour of Springfield. Being a city boy, I had a ball in the snow. This town is like going back in time to me.

We stayed at the Lewis home for a couple of days. Then Dave drove us to a bus station to return to Milwaukee so we could fly home. By this time we had enough "fun". Both Gene and I arrived back in California in time to spend Christmas with our families.

I will call this the first leg back to California. Gene made the second leg with another friend. Their leg took them and Bertha from Springfield to Wichita, Kansas. That story belongs to Gene if he ever takes the time to tell it. *Then it's my turn again for leg three - Wichita to Los Angeles to Santa Maria where Bertha is resting at present!*



*Gene and Bertha in a Milwaukee electric shop*



*Gene taping the doors to keep the cold out.*





*Here's Jack and his own black 1937 Limited Model 91 which he recently restored. Jack installed hydraulic instead of the stock mechanical valve lifters when he rebuilt the motor.*



*Another black 1937 Limited under restoration belongs to Joe Ambrose (#985). Joe lives in San Diego, CA. and does most of the work including painting himself in his home workshop. His car will be air conditioned!*

IT'S THE PICK OF

# Park Avenue

FOR 1938



*Look to the front*

Look to the front  
in the play below  
the eye controls

Look to the front  
in the play below  
the eye controls

Too much Park Avenue was quick to spot—the promise in Buick's brilliant styling is abundantly carried out in the brilliance of its behavior! So today on the Avenue you see hardly LIMITEDS flashing to the front with every turn of the green. You see youngsters and oldsters alike vying for the place behind their easy controls. You see cars that are inches bigger in both wheelbase and body room—but also seconds faster in take-off and get-away! You see, in short, smartness with substance behind it—and that, we think, makes a trial of a Buick most decidedly in order!



# "Golden Boy Buick!"

A GENERAL



MOTORS VALUE

This is the real car, a Limited. Notice the difference from the Special Ad: the bumper medallion, sidemount emblem (bar), whitewall tires, chrome beauty rings and rear vent window.



# 1938 LIMITED POSING AS A SPECIAL

By Charles Jekofsky (#524)



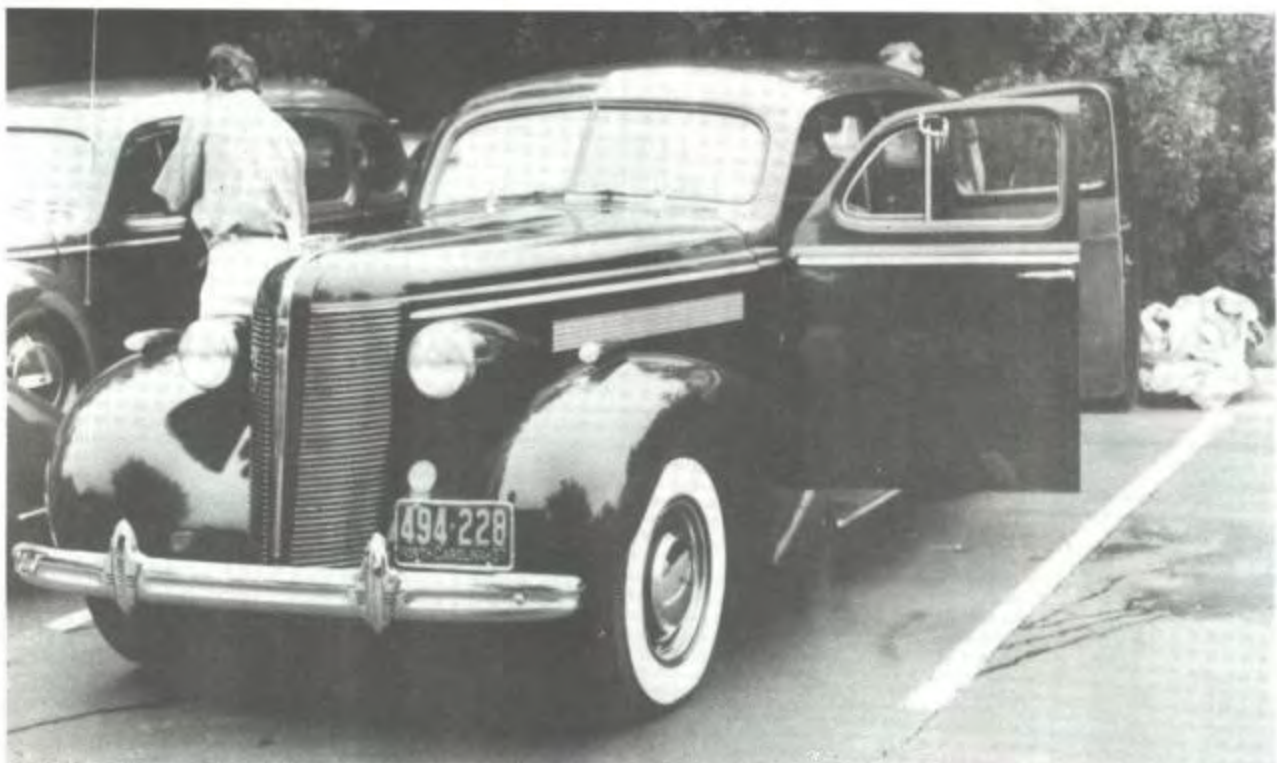
The model illustrated in the BUICK SPECIAL 4-door touring sedan—\$1047 delivered at 1000. 1 underweight, special accessories extra.

## THE 1938 LIMITED'S TOMORROW'S PATTERN

This ad for a 1937 Special appeared in the article in the March/April issue on 1937-1938 Specials. Several members spotted the Limited posing as a Special. The feature that gave it away was the chrome trim around the windshield and the larger glass area.



This shot of **Harry Logan's** (#651) 1938 Century Coupe and **Jim Flack's** (#499) Roadmaster Formal Sedan Model 81F shows the difference between Special/Century (they share the same body shell) and the Roadmaster/Limited. Notice the difference in height, windshield trim, glass and fender size.



*This Wellington (dark) gray 1937 Special 4 Door Slant Back Sedan Model 47 was the only 1937 Buick at the BCA Nationals in Atlanta. This car was unusual in that it was unrestored, yet looked like a new car.*



*It has 69 thousand miles on the odometer and belongs to Lewis Jenkins who runs a restoration shop in North Carolina. One of the men who works for Mr. Jenkins told me that paint did not look good when he first saw the car but they were able to clean and polish it up nicely. They sure did a good job because the paint now looks almost new. I have never seen a nicer 57 year old paint job!*





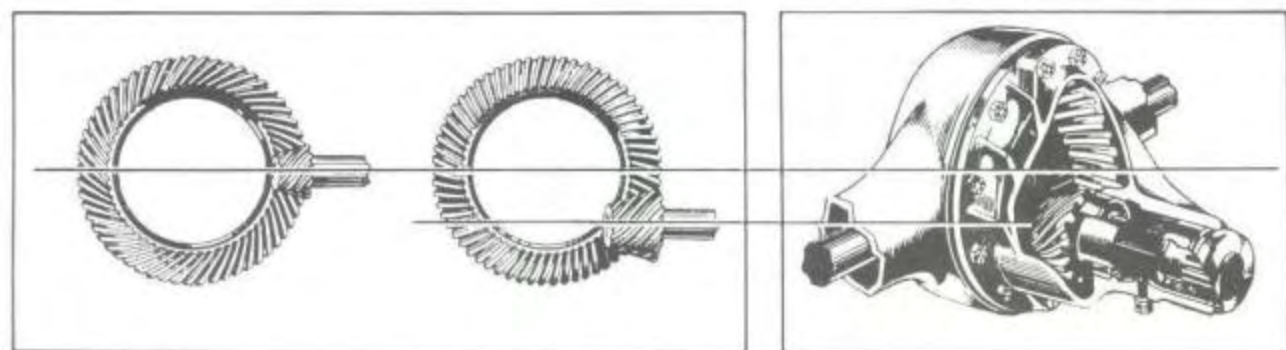
*The woodgrained dashboard looks pristine, the best original 1937 dash I've ever seen. The Sedge Gray paint on the instrument cluster is starting to develop flecks as many original 1937's do.*



*The trunk has both the original tools and tan rubber mat. Also note the 1938 fold-down bumper guard.*

# HYPOID GEARS

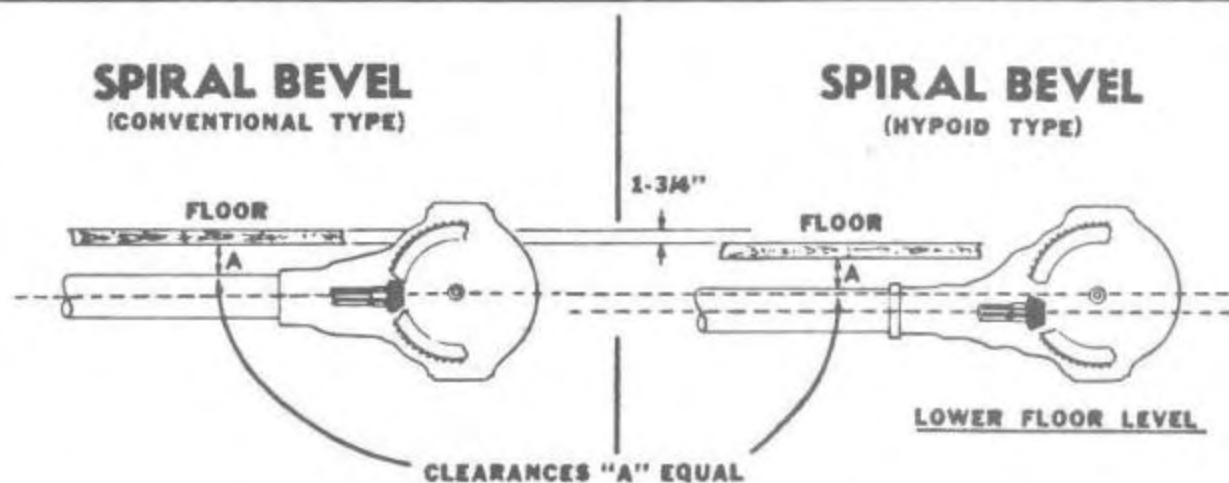
By Harry Logan (#651)



Spiral Bevel Hypoid Gears are easily distinguished by the fact that the propeller shaft enters the rear axle housing at a point below the level of the rear axle shafts.

**1936**

**1937**



Buick used Hypoid gears on 1937 Special and Century models. 1937 Roadmaster and Limited's used Conventional Spiral Bevel Gears. They were carry-overs from the 1936 model year. One of the advantages of hypoid gears is the near elimination of the hump in the rear floor of sedans. This hump was needed to allow for clearance of the torque tube.



## OVERDRIVE BASICS

By Harry Logan (#651)

When driving 50 mph and higher, most owners of 1937 or 1938 Buicks Specials with the standard 4.44 to 1 rear axle ratio find their motor's are screaming due to the high rpms at these speeds. These high rpms over a long time such as on a trip will wear out the motor sooner than if a way could be found to keep the car's high speed, but reduce the motor's rpm.

One way many Special owners have done this is to change the 4.44 ring and pinion gears to the 3.9 ratio used in a Century or if you can find them, the 3.6 gears used in 1938 Specials with the Semi-Automatic Transmission.

There is no outward sign of a change as all you've done is exchange the ring and pinion gears.

Another way to do this is to install an external overdrive unit which is what the next article by **Tony Weiss** (#647) is about.

Overdrive units are essentially automatic two-speed planetary transmissions used to supplement a standard three-speed transmission. The overdrive unit shown provides a higher gear ratio, and when in operation, engine speed is about 30 percent slower than when operating in conventional high gear.

A car's axle ratio is determined by the number of teeth on the pinion (driving) gear in relation to the number of teeth on the ring (driven) gear. Thus a set of gears with 9 teeth on the pinion and 40 on the ring would give a ratio of 4.44 which is what Buick used in 1937 and 1938 Specials.

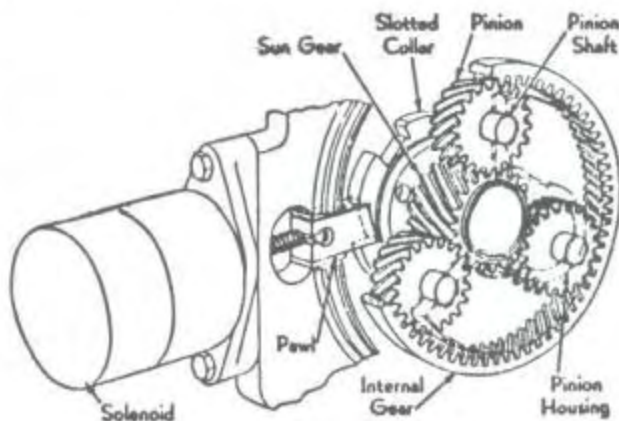
So for every turn of the rear wheels of a

1937 or 1938 Buick Special, it takes 4.4 turns of the engine. To overdrive a Special, you would have to reduce the engine revs to, say, 3.5, or any other number lower than 4.4. Of course, you have to be reasonable. You could not reduce the ratio to 1.5 because the second you let the clutch out, the engine would stall from overload. Going the other way, the larger the ratio, the easier time the engine has to get moving and for snappy performance, a ratio of 5 to 1 could be used. But that would produce another problem because at high speeds the engine's rpm would be so high it would quickly wear out the motor!

The most important thing about an overdrive system, whether it be a change in ring and pinion gears or an actual overdrive is the reduction in the number of engine revolutions per mile. This translates into all kinds of good things.

The most obvious is engine wear. Then there is the reduction in noise and you might get better gas mileage too.

According to Old Cars Weekly, a company called Overdrives, Inc., in Bowling Green, Ohio used to advertise doing these conversions using Borg Warner overdrives. Bob Green, the owner is now in his 80's and in poor health. He selected Michael George at West Falls Machine Co., P.O. Box 297, 11692 E. Main St., East Aurora, N.Y. 14052 Phone number 1-(800) 224-9654 to continue producing his overdrive products. Mr. George builds overdrives for older cars using modern technology. Contact him if you want an overdrive fitted to your Buick.



# Technical TIPS

## HOW I SOLVED MY OVERHEATING PROBLEM

By Geoff Hilliard (#698) - Australia

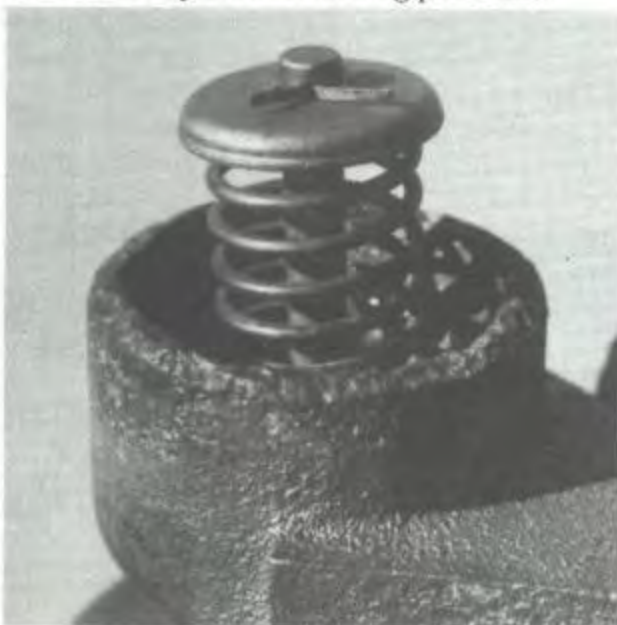
My Australian 1938 Century Trunk Back Sedan Model 61 appears in the centerfold of the July/August, 1993 Torque Tube. The article mentions that the car tends to get hot on days above 80° F (27° C).

I had been experiencing this overheating problem for the last ten years. Quite frankly, it put me off from using the car very much. I stumbled onto the solution to my overheating problem when I was searching for a replacement bypass hose and went to a car museum in the country. I knew the owner had driven a 1938 Buick for years.

My overheating problem was caused by a missing baffle or washer. It is the difference between the water being circulated through the engine or not. Without it the water does not circulate.

As soon as he saw the thermostat and bypass housing, he said "That's a Buick" and asked where the baffle was? I replied that there never was one there and he explained that the car would always overheat without it.

So he made me one and supplied me with the correct hose. Now I am pleased to say that the engine temperature now stays at 170° F and does not use or lose any water. Last Easter, we made a 600 mile trip with no heating problems.



---

## 1937 & 1938 RADIATOR HOSES

By Harry Logan (#651)

Here are the dimensions of the original factory hoses:

	Length	I.D.
Water pump to by-pass valve	2"	1-13/16"
Upper radiator hose	5 1/4"	1-9/16"
Lower radiator hose (40)	Curved	1-7/16"
Lower radiator hose (Big Series)	Curved	1-9/16"

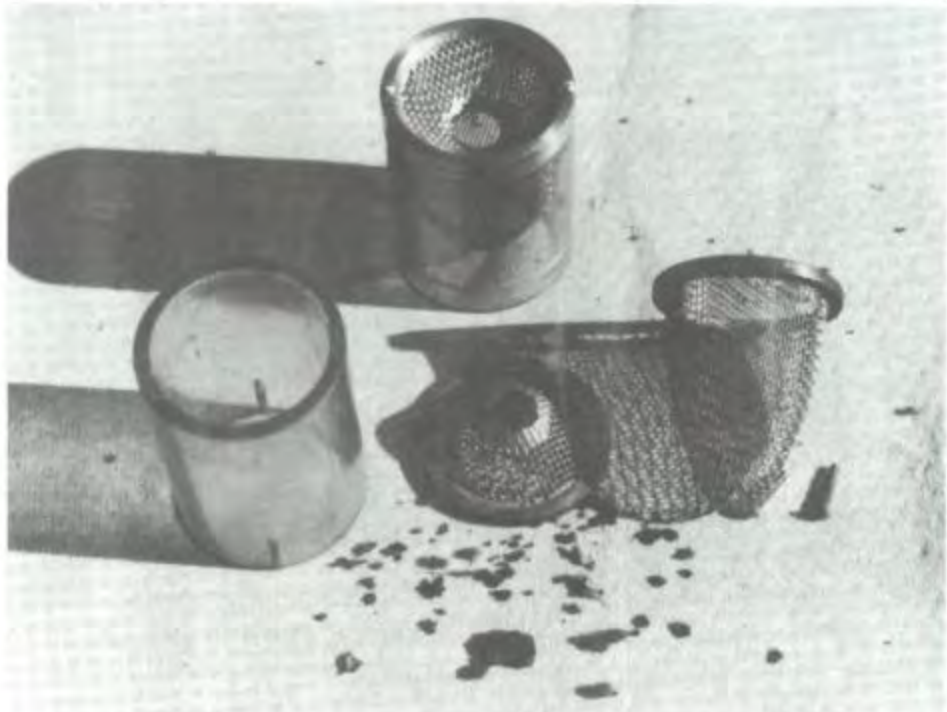
The lower (curved) radiator hose is the hard one to find. Members report good results with either a Goodyear 60173 or Gates 20386. You may have to trim the length to fit.



# USING A FILTER TO KEEP YOUR RADIATOR CLEAN

By Harry Logan (#651)

## Technical TIPS



**T**hese small metal chips, in the photo above, came from a 1937 Big Series motor that had recently been rebuilt. And the radiator had a new core. Yet look at all the contamination in only 300 miles of driving. It was caught in the Gano Filter shown assembled in the rear. In front is the three piece filter taken apart for cleaning. Without the filter, the contamination would probably have lodged in the radiator, eventually plugging it up and causing overheating.

Lloyd Gano, a man in my hometown makes and sells these patented filters all over the world. I have one in each of my old cars. They can save you the time, trouble and expense of removing your radiator and having it cleaned or re-cored.

To install the filter, drain the radiator, disconnect the upper radiator hose and install it with the pointed end of the mesh filter pointing toward the radiator. You can cut the radiator hose in two and install the filter in between so you can see the coolant flowing to the radiator. I prefer to push the filter into the hose where it can't be seen so the car looks original. You may need to use

soapy water or liquid hand soap to get the filter to slide into the hose.

An easier way is to use a 1-5/8" I.D. hose instead of the normal 1-9/16" I.D. This makes it easier to install and remove the filter. Check and clean it often during the first year. If you don't find much contamination, you can check it less often. Lloyd recommends a 50/50 ratio of anti-freeze and distilled water, not tap water. He says tap water has minerals that form deposits in the radiator. Lloyd's 1966 Mustang had anti-freeze and distilled water installed two years ago and the radiator tubes showed no sign of any mineral build-up.

The medium diameter filter is the one to use for our Buicks. It's for hoses measuring 1 1/2" to 1 3/4" I.D. Because the upper radiator hose is so short, you'll need to order the short (2") filter instead of the normal (3") filter. The cost is \$25 for one or \$46 for two postpaid (including sales tax). Order from:

**Gano Filter**  
1205 Sandalwood Lane  
Los Altos, CA. 94022  
(415) 968-7017



# TORQUE TUBE OVERDRIVE

By Tony Weiss (#647)

If you're going for judging, change your ring and pinion gear instead of using an overdrive as there is a huge deduction for this modification. And I don't think you'll save any money by going the overdrive route as there is considerable machine shop work involved.

If you're not dissuaded yet, your first steps will be to find an appropriate Borg-Warner unit and also (recommended) a spare torque tube and propeller shaft (so that you can go back to the original configuration). I obtained parts from a fellow who had done the conversion on his '38 Special and thereafter street-rod it (my cost was \$750 3 years ago). You might want to think in terms of \$1000-\$1200 today.

The Borg-Warner unit I used is a small one that was typically used behind a Studebaker or Rambler 6 with about 100 HP and surely less torque than the Special engine. If you are putting in a unit behind a Big Series 320 cubic inch engine, you will want a stronger unit as was used by Chevrolet starting with the 1956 model. And yes, both of these units came from cars with open drive lines.

Remove the torque tube and axle shaft housing from the car. Take the torque tube and differential gears intact to a machine shop (if this is a spare assembly as recommended, your down time will be reduced), and ask them to splice in the overdrive about 14" in front of the differential. This requires fabrication of 1" steel adapter plates (matching the

overdrive unit) aligned and welded to the torque tube which has been shortened so that the finished assembled overall length remains unchanged. The propeller shaft is cut and spline shaft sections added. It is recommended that a carrier bearing be added to support the propeller shaft in front of the overdrive to reduce any tendency to shaft whip.

When you reinstall the modified drive line, you can do so and add all the necessary accessories without drilling a single hole. You will have to bend the hand brake cable guide tube slightly and I recommend adding a hardwood block and large hose clamp to keep it from rattling against the overdrive unit. Run the overdrive control cable through the firewall with the speedometer cable. Fabricate a bracket to support the control cable and overdrive on or off switch and mount under the dash to the left of the steering column (you'll see how to do this taking advantage of bolts holding the steering column in place). Piggy-back the control relay on top of the horn relay. Be sure that the overdrive solenoid is 6 volts. You will plug the transmission speedometer gear hole and run a speedometer cable extension back to the overdrive.

*Now you can cruise all day effortlessly at 65 mph (and smash 4 times as many bugs as at 55 mph). The overdrive increases the propeller shaft speed by 30% so your 50 rpm's now get you 65 mph or an overall rear ratio of 3.41:1 in a Special with a 4.44:1 rear end.*



## 1937 HOOD LOUVER EMBLEMS

By Harry Logan (#651)



This photo is from 1937 Buick Sales Literature showing the emblem with raised chromed letters on a silver background. This same silver was also the color of the louvers. Contributing Editor **Wayne Chan** (#140) has a 1937 Model 48 Two Door Sedan with the original emblems which are in excellent condition. They are exactly like this photo.



This is a photo of my restored emblem. The emblem was removed from the louvers and re-chromed. I tried painting the background with silver paint and a small brush but I did not like the results. Then I purchased a slim tip silver metallic marker at the local stationary store. I found it much easier to get between the letters with the marker. The finished job also looked much better. Be sure to get the fine and not the coarse tip.

# Technical TIPS

## REPLACING YOUR THERMO CIRCUIT BREAKER WITH A FUSE

By Harry Logan (#651)

After driving a short distance at night, my car's lights would start flashing on and off. Buick put a thermal circuit breaker on the headlight switch to do this very thing if a short circuit developed in the car's wiring. I measured the current flowing into circuit breaker with all the lights on and it was 20 amperes. The Service Manual states the circuit breaker should stay closed at 25 amperes and open in one minute at 38 amperes. So 20 amperes was well within the circuit breakers operating range.

Then I filed the circuit breaker's contacts, but that did not help. The service manual says it is not practical to readjust the circuit breaker and it should be replaced if defective.

Next I removed the circuit breakers from two spare used switches I have. They too caused the lights to flash. Then I tried a good circuit breaker from a car that did not have this problem. The lights did not flash, so I knew the problem must be the circuit breaker. Not having another good one, I decided to replace the circuit breaker with a fuse. 1938 light switch (top) and 1937 switch (below). Electrically they are identical, but the 1938 switch is longer and has a different style knob. The switch is mounted next to the radio which makes it hard to get at the circuit breaker terminals with a screwdriver. I found it easier to mount the fuse holder if I reversed the circuit breaker as shown in the bottom photo.

The Littlefuse Co. of Des Plaines, Illinois sells a Heavy Duty In-line Fuseholder for glass fuses (Number FNY 30 BP). It comes with a 30 amp fuse and two short leads already striped of insulation at their ends. All

I had to do was solder spade lugs on each end and connect it as shown in the photo.

Be sure to bend the thermo contact so that is no longer touching the contact on the end of the slotted screw. After installing the fuse, the lights stayed on and did not flash. I measured the cur-

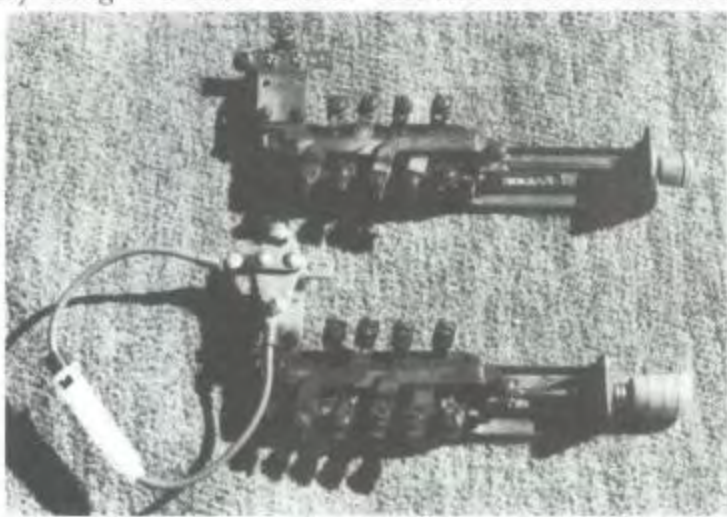
rent flowing in the fuse and it was 15 amps, 5 amps less than with the circuit breaker. So another advantage of the fuse is that it does not consume the power the circuit breaker does. Feel a good circuit

breaker and you'll know what I mean. It gets hot even when it's working correctly.

To make sure the fuse was protecting the wiring, I deliberately shorted out one of the headlights. The light went out, but came back on when I removed the short a few seconds later. I did not like this, so I

tried a 20 amp fuse. It opened right away, so I decided to go with the 20 amp fuse instead of the 30 amp fuse that came with the fuseholder. I also put a box of 20 amp fuses in the glove box in case of an emergency.

Now my lights don't flash anymore during night driving. And the wiring is protected should a short circuit occur.





# RADIATOR OVERFLOW TANK COOLANT RECOVERY SYSTEM

By Harry Logan (#651)



Plastic radiator overflow tanks you can buy in your local auto parts store are useful to prevent coolant spilling out on your driveway after a run on a hot day. I have installed them on all my Buicks and find they help a lot. In addition to preventing coolant puddles on your driveway, you don't have to refill your radiator often because the coolant that boils out into the tank is sucked back into the radiator when the motor cools back down.

Some members install them in the engine compartment, but I try to hide the tank. Two good places are just behind the grill down at the bottom (see photo) and under the right front fender which is near the end of the radiator overflow tube. Just

hook up a rubber hose from the end of the overflow tube to the tank. Now when I come in from a run on a hot day, I hear the coolant boiling into the overflow tank, but there's not a drop on the ground!



# Parts

# FOR SALE

◆ 1938 Century Front Fenders  
Non-welled (plain). Good condition.  
.....\$400 for the pair.

Thom Schuttish (#6)  
460 Duncan St.  
San Francisco, CA. 94131  
(415) 285-8217

◆ 1937/1938 Special Sidemount Covers.  
Complete Set (Tread & Front covers) with  
stainless trim for two wheels.....\$700.

◆ 1938 Grill - like new condition....\$550.  
  
Mac McCormack  
(818) 885-6215 Los Angeles

## NEW

# Members

Dr. Neal Gapoff (#526)\*  
4984 Ranch Road  
Tiburon, CA. 94920

Paul Culp (#508)\*  
285 Elephant Road  
Perkasie, PA. 18944  
37-68  
38-61

Lee Sirotta (#978)\*  
15922 Live Oak Springs Canyon  
Canyon Country, CA. 91351  
38-41

Paul Kelsch (#1063)  
53 Edgemere Road  
Quincy, MA. 02169

Richard P. Smith (#1064)  
22 Jasmine Lane  
Wolcott, CT. 06716  
37-61

Jim Huiskens (#1065)  
500 Seville Ct.  
El Dorado Hills, CA. 95762  
38-81

Charles Schmidt (#1066)  
2801 So. 14  
Lincoln, NE. 68502  
37-91

Ervin Hutjens (#1067)  
2507 Old Martin Rd.  
De Pere, WI. 54115  
37-41

Mark Macoubrie (#1068)  
4440 N. 7th (Apt. 266)  
Lincoln, NE. 68521

W. Scrivener (#1069)  
RR#1  
Puslinch, Ontario  
Canada NOB 2J0  
38-41  
38-46S

Larry Hale (#1070)  
269 Angla Dr. S.E.  
Smyrna, GA. 30082  
38-81F

William Clybourn (#1071)  
1486 Waverly Way  
Pittsburg, CA. 94565  
38-41

Howard LaCroix (#1072)  
4376 Peppermill Rd.  
Attica, MI. 48412  
37-41

Robert Longo (#1073)  
1546 Milmine Road  
Leonard, MI 48367

Jim Furlong (#1074)  
41 Sunkist Lane  
Los Altos, CA. 94022  
37-41

\*Returning former member



## EDITORS NOTE

If it's easier for you to place a Phone Ad, just call and dictate it to me. Or you can now Fax me at the same number. My number is (415) 941-4587 day or evening or leave it on my answering machine if I'm not home.

# Parts FOR SALE



Parting out 1937 Specials, Limited and 1938 Century.

The following is just a portion of the parts available.

### ◆ 1937 parts:

Fender lights.....	\$ 65. pair
Clocks.....	\$ 20.
Trunk lights.....	\$ 40.
Tail lights with lenses.....	\$ 60. pair
Flat back trunk lid.....	\$ 50.
Hump back trunk lid.....	\$ 35.
Roadmaster sidemount covers.....	\$350.
Limited left sidemount cover, no stainless trim.....	\$ 75.
80-90 sidemount fenders, complete, no rust.....	\$400.
80-90 Stainless dash strips.....	\$ 10. each
Large Series transmission mount.....	\$ 20.
AA-1 Carburetor complete automatic choke.....	\$100.
Complete set of headlights.....	\$150.

### ◆ 1938 Parts:

Fender lights.....	\$ 75. pair
Defroster ducts.....	\$ 15. pair
Sedan Trunk Handle.....	\$ 20.
Large Series air cleaner.....	\$ 50.

### ◆ 1937-1938 Special Parts:

Splash pans.....	\$ 25. pair
Spark plug covers.....	\$ 20.
King pin set.....	\$ 20.
Rebabbited rods.....	\$ 15. each
Rear motor mounts.....	\$ 20. pair
Headlight switches.....	\$ 20.
Air Cleaner.....	\$ 50.

### ◆ 1937-1938 40 & 60 Parts:

Front vent window frames & mechanism.....	\$ 25. each
Wiper transmissions.....	\$ 50. pair
Trunk hold up arms.....	\$ 20.
Sun visors.....	\$ 15. each
Steering sectors from steering gear box.....	\$ 35.
Bumper arms.....	\$ 15. each
Bumpers, front or back.....	\$ 25.
Trunk hinges.....	\$ 50. pair

All parts plus shipping

Dave Tacheny (#997)  
11949 Oregon Ave. N.  
Champlin, MN 55316  
(612) 427-3460

# **Parts FOR SALE**

## ♦ 1937 Special Parts:

Interior Light (Rough-plastic good).....	\$ 5.
Head Light Chrome Strip that goes along the side.....	\$10.
Radio Dash Speaker Grill (Minor Pitting).....	\$20.
Glove Compartment Door (no latch).....	\$ 8.
Thermostat & Bypass Valve Housing (No bypass valve).....	\$20.
Robe Rope Chrome Escutcheon Covers (pair).....	\$15.
Nose Emblem (VG Condition).....	\$25.
Nose Emblem (Fair/Chipped).....	\$ 5.
Horn Button Retaining Ring. (Cracked/Repairable).....	\$10.
Horn Button & Retaining Ring Complete w/emblem).....	\$35.
Radio Covers (2 pieces).....	\$25.
Light Switch (Bead Blasted & Rebuilt).....	\$40.
Clock (Working?/missing knobs on back).....	\$20.
Clock (Working & Complete).....	\$55. or bo
Taillight License Plate Bracket (Needs minor repair).....	\$20.
Horn (Pair) Painted & Ready to Install.....	\$4. or bo
Spark Plug Cover (painted) Small Series.....	\$50.
Steering Column Locking Device (Painted w/key).....	\$55.
Kick Panels (New, Hampton Coach).....	\$25. or bo
Glove Box Lock & Latch (Bad plastic/no key).....	\$10.
Radio Grill Screen (Screen only).....	\$ 5.

## ♦ 1937 60 Series Parts:

Voltage Regulator (Painted & Tested).....	\$45.
Fan Pulley.....	\$10.
Fan.....	\$10.
Air Cleaner (Needs lots of work).....	make offer
Distributor #663Z 3327.....	\$40.
ID Firewall Tag for Model 61 (Exc. Condition).....	make offer
Handstrap Brackets (pitted, a pair).....	\$10. or bo
Battery Cover.....	\$10.
Intake/Exhaust Manifold (Looks good).....	\$60. or bo
Complete Running Gear (Motor/Transmission & Rear End with stripped Model 61 body. (You haul) (in upstate New York).....	\$200.
License Plate Bracket for Taillight (fits Coupe).....	\$5.0 or bo (need minor repair)
2 Piece Radio Cover in good condition.....	\$25.

## ♦ Lynn Steel Rubber Products:

New '29-'37 Grommet/Water Temp (Oval) Steele #50272..	\$ 5.	Jerry Root (#422)
Sun Visor End Plugs Steel #C-0330 (new).....	\$3.50	71 South Pollard Dr.
Hood Corners (Good used condition).....	\$ 5. pr	Fulton, N.Y. 13069
Clutch & Brake Pedal Pads (Good Used Condition).....	\$ 5. pr	(315) 593-2346 after 5 pm EST



# Parts FOR SALE



◆ 1937 Buick Series 40 Parts for Sale:

Dome light switch cover plate.....	\$3.
Fisher body emblems.....	\$ 3. each
Outside Sideview Mirror(mirror fogged on one end).....	\$10.
Headlight lens.....	\$10.
Tail Light Lens Frame.....	\$ 2.
Trunk Latches with handles.....	\$10.
Headlight switch (no circuit breaker).....	\$ 6.
Hood handle (fair).....	\$ 3.
Outside Door handles (one with lock, no key) All 3 for.....	\$12.
Parking brake handle.....	\$10.
Headlight side chrome stainless strip.....	\$ 5.
Breather pipe for Series 60 car.....	\$ 7.
Rocker arm cover.....	\$15.
Rear brake drum.....	\$15.
Coil Springs.....	\$15. each
Cowl to Nose Brace Rods.....	\$15. pair
Brake and Clutch pedals with shaft and small floor plate.....	\$20.
Gas tank straps, 6 assorted '37 GM.....	\$15.

◆ Will take best offer on any of the following leftover parts.

Everything not sold goes to the scrap yard.

- |                        |                              |                     |
|------------------------|------------------------------|---------------------|
| ◆ Front stabilizer bar | ◆ Flywheel covers            | ◆ Crankshaft pulley |
| ◆ Timing chain cover   | ◆ Engine side cover          | ◆ Cam Timing gear   |
| ◆ Pushrods             | ◆ Front wheel backing plates | ◆ Tie rods          |
| ◆ Rocker arm assembly  |                              |                     |

Leo Amarantes (#105)  
66 Haskell St.  
Fall River, MA. 02720  
(508) 672-5759

◆ 1937 Parts:

419S Carter rebuilt carburetor.....	\$65.
160 degree Dole Thermostat.....	\$ 5.
Rebuilt AC fuel pump.....	\$18.
NOS Left Grille.....	\$75.

◆ 1938 Parts:

NORS Grille.....	\$75.
------------------	-------

Dennis Klubertanz (#757)  
W3676 E. Winesville Rd.  
Porterfield, WI. 54159  
(715) 732-4647



# Parts

# WANTED

- ◆ 1938 DeLuxe Heater and Defroster
- ◆ 1938 Horseshoe Grille Guard

Harry Logan (#651)  
1005 Rilma Lane  
Los Altos, CA. 94022  
(415) 941-4587

- ◆ For 1937 Special Model 41  
Generator # 918B  
Generator Pulley for 918B  
Gravel Shield (back bumper)  
Heavy Duty Air Cleaner  
Original Hubcaps  
Grille Protector (Sharkstooth)  
Trunk Hardware (Bracket & Shelf Bolts,  
Shelf if in good condition)  
Back Window Shade  
(Shade & Hardware)  
Dash Light Switch  
"Special" Hood Inserts  
Jerry Root (#422)  
71 South Pollard Dr.  
Fulton, N.Y. 13069  
(315) 593-2346 after 5 pm EST

- ◆ Crankshaft for '38 Special
- ◆ Ring and Pinion gears for  
'37 Roadmaster or Limited
- ◆ '37 Big Series Transmission  
Jim Brady (#751)  
Chicago, Illinois  
(312) 775-8910

- ◆ 1938 Deluxe Heater  
(with defroster if possible)  
Keith Korbut (#1025)  
16 Saffron Circle  
Springfield, MA. 01129  
(413) 783-5624

- ◆ 1938 Grille for a Century in top condition.  
Gary Glazier (#1005)  
3031 El Caminito  
La Crescenta, CA 91214  
(818) 248-1693

## SWAP

- ◆ Trade a set of 4 1938 Hubcaps for 4 good  
condition 1941-1947 hubcaps.  
Bill Savino (#915)  
1530 Jill Jence Lane  
Longwood, Florida 32779  
(407) 682-7205



YOUR MONEY GOES FARTHER IN A GENERAL MOTORS CAR

# *"It's Buick again!"*



Here are two leads from David Byslma (#117). The cars are in the Baltimore, Maryland area. Thanks David.

# Cars FOR SALE



- ◆ 1938 Roadmaster Model 81. No sidemounts. Great parts car or could be a total restoration project.

Call John Roche (410) 377-8877 EST.

- ◆ 1938 Century Model 61. No sidemounts. Great parts car or could be a total restoration project.

Call John Roche (410) 377-8877 EST.

- ◆ 1937 Century Four Door Trunk Back Sedan Model 61 with sidemounts, radio, heater, defroster, clock and front center accessory bumper guard. Stored inside for the past 15 years. No rust. Needs restoration.....\$3750.

Carl Dahl (#868)  
Sacramento, CA.  
(916) 441-2507 P.S.T.

- ◆ 1937 Special Model 41 4 Door Trunk Back Sedan. Restored. New paint, upholstery, glass, chrome, interior trim regained, rebuilt engine, suspension, radiator, starter, generator, transmission, clutch and brakes. New wiring harness and wide white wall tires. Spare new 6 volt battery.....\$9500.

R.A. Corbin (#615)  
11661 Wembley Rd  
Los Alamitos, CA. 90720  
(310) 431-2911

- ◆ 1938 Special 4 Door Sedan Model 41 Gray with plain fenders. Radio & heater. Restoration not completed, but I have all the parts to finish it including new Hampton Coach interior, Lynn Steele rubber, glass, running boards. I have over \$11,000 invested, will sell for .....\$5,000. or best offer. Delivery available.

Tony DiMaggio  
(913) 321-0022  
Kansas

- ◆ 1938 Buick Roadmaster Phaeton Model 80C. New blue leather upholstery, engine restored and detailed, drives beautifully. Car needs only chrome redone and maybe a new top. Great tour car. ....\$35,000.

Jay Miller (210) 828-9500 TX.

- ◆ 1938 Buick Special 4 Door Sedan Model 41 Green with wide white wall tires. Plain fenders, radio and heater. Hood ornament, front center stainless strip, windshield wipers need to be installed. (I have the parts). This car has had a professional ground up restoration.....\$19,500. (less than I have in it)

Jim Kloster  
716 16th Ave. N.W.  
Mandan, N.D. 58554  
(701) 663-1643

- ◆ 1937 Special Four Door Sedan Model 41 Plain fenders. Has a good running motor, transmission and rear end. Need restoration. Has current California registration. 95% Complete.

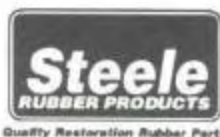
Bill Moore (#993)  
1800 Silverado Drive  
Placerville, Ca. 95667  
(916) 626-5054

- ◆ 1937 Buick Limited Model 91 Car is disassembled, body shell in primer, wood work done, doors repaired, chassis is powder coated. Lots of new spare parts... ..\$5,000.

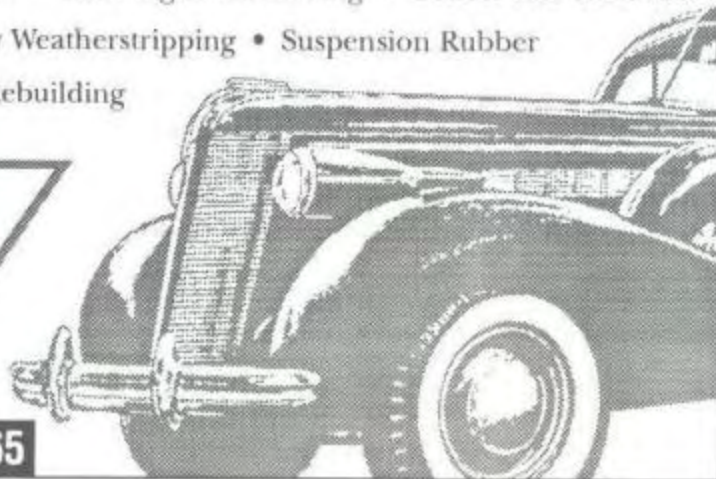
- ◆ Also have an aluminum Edmunds intake manifold for a small straight 8.....\$50.  
Roy Schmidt (#673)  
(402) 488-6327 Nebraska

# '37-'38 Buick Rubber Parts

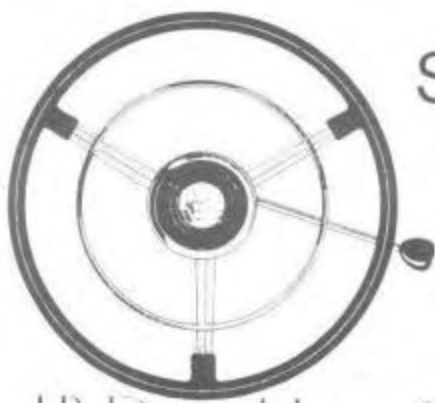
Windshield Gaskets • Vent Window Rubber • Runningboard Matting • Convertible Roof Rail  
Door Weatherstripping • Quarter Window Weatherstripping • Suspension Rubber  
Trunk Weatherstripping • Motor Mount Rebuilding



Steele Rubber Products  
Dept. 37-38 • 1601 Hwy 150 East  
Denver, NC USA 28037-9735  
Fax: 704/483-6650



**Call Toll Free 24 Hrs. 800/544-8665**



## Perfectly Recast STEERING WHEELS

1936 Thru 1947  
\$2.00 for Brochure  
Must  
Specify year

(602) 278-4505

**J.B. Donaldson Co.**

2533 W. Cypress Phoenix, Arizona 85009

## **SWANSON'S** VINATGE - PARTS - ACCESSORIES 1938 - 1948

3574 Western Ave.  
Sacramento, CA 95838  
(916) 646-0430

DON

JIM



1927  
TO  
1953

## **WIRING HARNESSES**

AUTHENTIC REPRODUCTION  
WIRING SYSTEMS THRU 1953  
HANDCRAFTED WITH THE  
FINEST MATERIALS  
EACH SUPPLIED WITH:  
LIMITED WARRANTY  
INSTALLATION INSTRUCTIONS  
SCHEMATICS

ALSO OFFERING:  
WIRING SUPPLIES  
BRAIDING SERVICE  
CATALOG OR INFORMATION \$2



BOX 435 WAYNE, PA. 19087



FRONT FLOORMAT  
1937-38 All Models  
Black or Brown  
FF-378.....\$175.



# BOB'S AUTOMOBILIA

(805) 434-2963

## 1937-1938 BUICK



### EXHAUST MANIFOLDS

1937-38 Series 60-80-90  
ENDS \$180. CENTER \$182. VALVE BODY \$195.

### DOOR WEATHERSEAL-SPONGE

Glue-in .....DW-378 .....\$1.70 ft.  
Clip-in .....DW-80.....\$3.40 ft.



### DOOR BOTTOM SEAL

Clip Type.....DW-369 .....\$1.80 ft



### TRUNK SEAL-SEDANS. 1/2" Wide;

Ser. 80-90.....TW-371.....\$31.50  
Sedans. 3/4" Wide;  
Ser. 40-60.....TW-371S.....\$31.50



### TRUNK SEAL For COUPES. 9/16" X 1"

Sponge..TL-369.....\$2.00 ft.



### CLUTCH and BRAKE PEDALS Series 40-60

Black .....CB-343BK.....\$5.50 ea.  
Brown .....CB-343BN.....\$5.50 ea.  
Series 80-90.....CB-32BK.....\$7.50 ea.  
Brown .....CB-32BN.....\$8.50 ea.



### PEDAL FLOOR SEALS; All Models

.....FS-375.....\$12.50 pr.



### 1937 ONLY! ACCELERATOR PEDALS Series

40-60 Back..AP-37BK .....\$28.00  
Brown.....AP-37BN .....\$29.00



### SHIFT BOOT. 1937-38 Series 40 Only!

Black .....SB-348BK.....\$ 9.75  
Brown.....SB-348BN.....\$14.50



### TIE-ROD ENDS. 1937-38 Series 40

Left Hand THREADS. TE-371L .....\$27.00  
Right Hand THREADS. TE-371R.....\$27.00



### FUEL PUMP KITS ;Series 40.FK-24 .....\$25.00

Series 60-80-90 (Diaphragm Assy. Req.)  
.....FK-116.....\$28.00



### CARB. KITS: CARTER.....CK-360C \$26.00

STROMBERG.....CK-37XS \$26.00



### TORQUE BALL SEAL KIT. All Models

TBK-343.....\$26.00



### 1937 Ser. 40-60 Front Door VENT Window

REGULATORS.....VWR-37..\$65. pr.



### SUNVISOR BRACKETS For 40-50-60 Closed

Cars.....VB-370.....\$45. pr.



### ARM RESTS (door) METAL BRACKET and

SPONGE. not covered.....\$27. ea.



### VISOR "VANITY" MIRROR. VM-379 .....\$25. ea.



### RUNNING BOARD INSULATORS. 1937-38

All Models. ALL NEW MATERIAL!  
4 Needed Per Running Board.  
RI-378S.....Set of 8...\$160.00



### HOOD REST PADS. 1937-38 6-8 Per Car.

HR-378.....3.50 ea.



### DASH GLASS. SILK-SCREENED on

Back of GLASS in COLORS as

Original.1937.....SPEEDO DG-37 .....\$38.

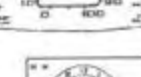
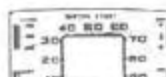
.....RADIO..RG-37.....\$23.

.....CLOCK..CG-37.....\$28.

1938.....SPEEDO DG-38.....\$38.

.....RADIO.....RG-38.....\$23.

.....CLOCK..CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38).....\$ 6.

PLASTIC DOOR HANDLE and Window

Winder RINGS..HE-37(38).....\$ 4.



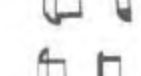
### OUTSIDE DOOR HANDLE CHROME

and RUBBER GROMMETS.

1 FERRULE & 1 GROMMET Per Set.

1937.....DGF-296.....\$5./Set

1938.....DGF-380.....\$5./Set



### DOOR FERRULE INSTALLATION TOOL

\$20. Refundable if Returned Within  
30 Days. DF-TOOL.....\$30.



### 1938 TRUNK HANDLE/LIGHT MOUNTING

SEAL.....DH-381.....\$8.75



### RUMBLE SEAT LATCH 1937-38

DL-368.....\$65.



### MOTOR MOUNT, FRONT. All Models

ROUND PADS.....SP-338...\$10. pr.

MOUNT.....MM-347..\$28. ea.



### TRUNK HINGES for 40-60. Castings. \$85. set

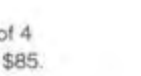
Chrome Plated.....\$150. pr.



### 1937 HUB CAPS. All Ser.....HC-37.....\$60. ea.

16" WHEEL TRIM RINGS-TR-16S.....\$89./Set of 4

1937 or 38 HOOD ORNAMENT.....HO-3X.....\$85.



### SOME OTHER ITEMS WE STOCK; BEARINGS,

DECALS, ENGINE PAINT, DECALS, SHOP

MANUALS, PARTS BOOKS, BODY BOOKS and MORE.

SHIPPING;10%. max.\$9. min. \$4. Prepaid. C.O.D. Add \$5.

BOB'S AUTOMOBILIA BOX 2119 ATASCADERO CA. 93423 TELEPHONE (805) 434-2963

VISA- MASTERCARD or C.O.D. CATALOG #42 \$3.00 - PHONE ORDERS - (Write For Catalog)

# BUICK UPHOLSTERY KITS

Complete your restoration with an authentic Buick interior from Hampton Coach. Each kit is made in our own upholstery shop to original specs using only the finest fabrics and materials.

Panel Kits, Headlining Kits and Seat Upholstery Kits come complete, ready to install.

We presently have kits available for many popular Buicks from 1932 to 1953 and are in the process of adding many more. Specific models available for 1937 and 1938 are as follows:

- Model 41
- Model 46
- Model 46S
- Model 47
- Model 48 (1937 only)
- Model 61
- Model 66
- Model 66S
- Model 67



## Guaranteed Quality & Fit

*Write or call today for free literature including samples and prices. Please be sure to include year and model of your Buick along with your request.*

# HAMPTON

---



Hampton Coach Inc., 70 High Street, P.O. Box 665, Hampton, NH 03842 (603) 926-6341



